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DESCRIPTION OF ACCIDENT

Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetitions

Pilot was landing ship upon completion of night mission about 0003EWT, June 5, 1943. Upon landing, left main goar buckled, due to not being fully extended and locked.

In the opinion of this committee the pilot was careless in that he did not swall himself of the choose provided to positively essure himself that the landing year was down and locked. Further, the pilot landed the airplane after being assured that only one main wheel was down, and before being assured the left wheel was also down, other than glancing at the wheel indicator, which after check should the left main year not to be fully extended. After further investigation, it was disclosed that the locking pin had not been actuated for the left main year.

compliance, by pilots, with all procedures outlined for landing, and further, pilots be impressed with the serious results possible by a few moments institution or carelessness.

Signature .

S. SOVERNMENT PRINTING OFFICE 16-28757-1

June 19, 19/13

June 7, 1943

Upon entering 45° leg of traffic pattern landing gear lever and flap lever were placed in up position from neutral. The tower was contacted and landing instruction were given to land on the North - South runway to the South.

Upon turning on the base leg of traffic pattern the R.P.M. was increased to 2300. Then the tower was contected for permission to land. As turning on filan approach the wheels were put in down position. The air speed at this point was 165 M.P.H. Then reduced to gliding speed of 150 M.P.H. The indicator showed that the wheels were in down position. Upon breaking the glide for a normal landing the ship seemed to have-landed on one wheel and I thought I had landed one sided so I tried to hold it level and when completely stelled the prop I noticed was hitting the runway. Then I pulled the master switch and tried to hold the ship straight. The Co-Filot opened the hatch at that time. Then when the plane hit the ditch and stopped suddenly, we all got out thru the hatch in the Filots compartment. Upon getting out everybody checked present and about that time field authorities were present.

/s/ ROLAND D. WARNOCK 2nd Lt., AC, 0-731707 Pilot.

A TRUE EXTRACT COPY:

lstt., Air Corps

June 7, 1943

We placed wheels in up position upon entering trafic. Flew a normal patteren at 1500 ft. called tower when on base leg and was cleared to land. I placed wheels in down position while turning on to approach. I checked the instrument panel and the wheel indicator was in the down position. I made a visual check on the right wheel from the Co-pilots' seat. I asked the rear gunner to make a check on the left.

As we were breaking our glide the gunner called that something was wrown with the left wheel. As the ship was approching stalling speed we could not pull up. I reached forward and put my hand near the master switch so as to be ready to cut it off. As soon as I knew the prop was touching I cut it off the switch and then reached up an opened the pilots excape hatch.

The plane started off to the left in a stight turn. Then spun around and struck the embankment. All of the crew excaped through the pilots hatch.

/s/ HENRY A. WELLHOUSE 2nd Lt., AC 0-795185

A TRUE EXTRACT COPY :

EUGENA R. TROMBLEY 1st St., Air Corps

June 7, 1943

In reference to the damage caused to the B-26 B20 41--1747 there was no apparent failure during the approach to land. Upon landing there did appear to be a structural failure as one wheel either did not lower or would not bear the weight of the plane. After the initial sag of the wing Lt. Warnock (pilot) lifted the wing and held it high until the last of the lift had been expended. Just before the moment of the crash both pilot and co-pilot reached for the battery and main switches and opened their respective escape latches to expediate clearing of the wreckage.

> /s/ EDWIN H. LANFORD 2nd Lt., Ac B.N. 575 Bomb sqdn (M)

A TRUE EXTRACT COPY:

10×5

June 7, 1943

I heard the pilot call the tower and get cleared to land. He was coming in on usual approach. The armour gunner asked me if the left wheel was OK. I couldn't be sure.

Landing instruments were checking OK. The gunner warned the pilot just seconds before we hit the ground.

/s/ T/SGT GEORGE WELLS
Redio-Gunner

SER

A TRUE EXTRACT COPY:

EUGENE R. TROUBLEY 1st t., Air Corps

June 7, 1943

As a crew member of the ship 747 this is what I observed. I was sitting behind the pilot when the crash occured. We circled the field twice with the wheel control in the up position. When we made our approach the co-pilot pushed the gear in the down position. As much as I could see everything was right. I did not know the left wheel was not down until after we landed.

> /s/ S/SOT BILLY W. BAKER 575 Bomb Sydn

A TRUE EXTRACTCOPY:

EUGEN R. TROMBLEY 1st Lt., Air Corps

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June 7, 1943

few minutes prior to making the last turn on the apprach. When making the turn the wheels were placed in the down position. The indicator indicated that the wheels were adown and lock and there was no drag on the plane indicating that only one wheel was down, but upon touching the runway the right wheel touched and the plane started to fall to the left side but didn't touch until the props hit the ground. When this was learn't it was then to late to try and takeoff again but instead the switchs where switched off to decrease the possibilitys of fire. The copilot released the escape hatch immediately after he noticed the left wheel was not down and locked.

After cutting the switch the pilot pulled back on the stick to put the tail down to increase the possibilities of stowing down the plane. After the left wing hit the ground we started turning around we left the rungway about halfway down during this time the plane was turning around whereupon we hit an imbankment with the right side of the ship which stop us completely.

/s/ S/SOT EDWARD H. BROCKELBANK 11032199

A TRUE EXTRACT COPY:

EUG AL R. TROMBLEY

lst Lt., Air Corps

June 7, 1943

In regard to the landing of ship no. 747 I do not what was done as it was my first time up. I do wish to go up with the same man when I go up again.

/s/ JOSEPH M LOCKE

A TRUE EXTRACT COPY:

EUCHE R. TROMBLEY
1st Lt. Air Corpe
Accident Investigating Officer

HEADQUARTERS 391ST BOMBARDMENT GROUP (M) AAF MYRTLE BEACH BOMBING RANGE A-W-p

Myrtle Beach, South Carolina, June 9, 1943

Statement of COLONEL GERALD E. WILLIAMS, Commanding Officer, 391st Bombardment Group (M) AAF Myrtle Beach Bombing Range, Myrtle Beach, South Carolina:

"I witnessed the aircraft accident referred to in Accident Report dated June 5, 1943 involving B-26B20 airplane No. 134-747. The approach appeared normal but with the airplane only a few feet above the run-way, the left gear was still retracted and the wheel nacelle doors only partially open.

Arriving at the crash as the last of the crew members emerged, I overheard the engineer-gunner remark to the pilot that upon visual check, he (engineer-gunner) had observed the gear still retracted but could not warn the pilot in time to avert the landing.

Inspection disclosed that the right main gear was down and locked but that the down lock pin on the left gear had not been fired. The right landing gear indicator was out as a result of the crash but the indicator for the left main gear indicated the gear partially retracted.

I concur in the statement that there was no evidence of material failure.

/s/ GERALD E. WILLIAMS
GERALD E. WILLIAMS
Colonel, Air Corps,
Commanding

A TRUE EXTRACT COPY

1st t., Air Corps

Accident Investigating Officer

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575TH BOMBARDMENT SQUADRON (M) ARMY AIR FORCES
391ST BOMBARDMENT GROUP (M)

Myrtle Beach, South Carolina, June 6, 1943.

CERTIFICATE

- 1. At 2400, June 5, 1943, B-26B20 Airplane, Serial No 41-31747, was severely damaged upon landing at Myrtle Beach Bombing Range, Myrtle Beach, South Carolina.
- 2. Damage occurred due to the left landing gear not being fully extended and locked at time of landing. The left landing gear folded up and the airplane veered to the left off the runway until coming into contact with a ditch and bank of ground about fifty (50) yards to the left of the paved strip.
- 3. Damage occurred through no fault or neglect of anyone in the Engineering Section of this Organization.
- 4. Damage was incurred during authorized operation of the aircraft.

LEMUEL E. DOUG EATY, 1st Lt, AC, Asst Eng O.

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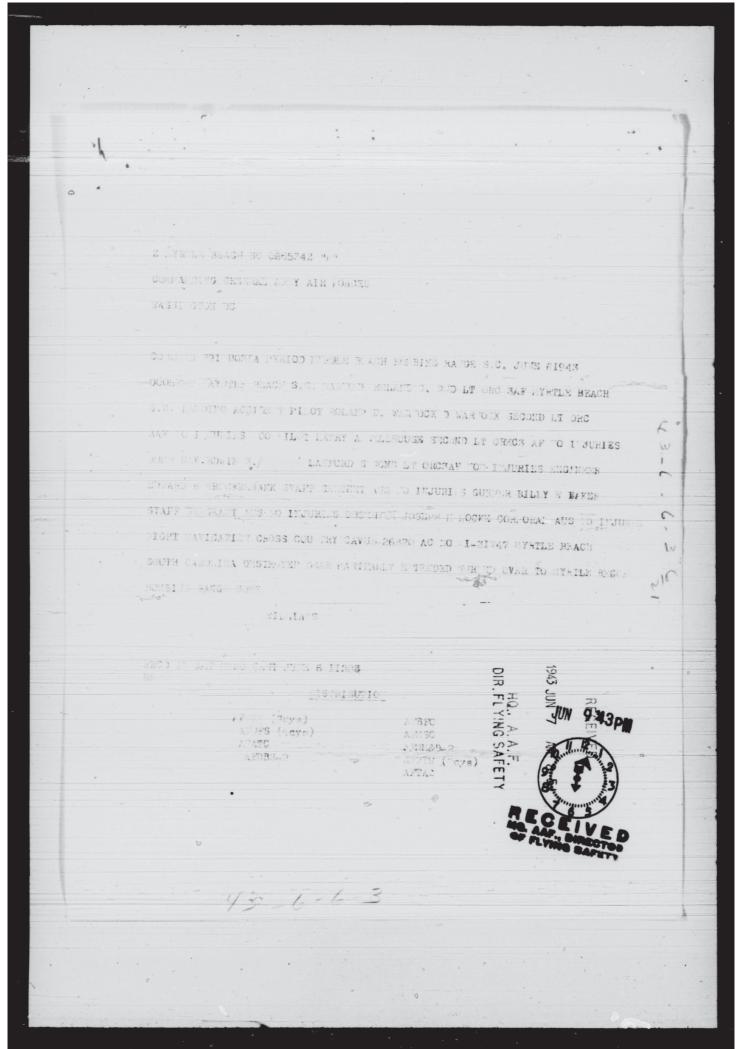
HEAD WARTERS MYRTLE BEACH BOMBING RANGE BJS/JAT/ebg Myrtle Beach, South Carolina June 19, 1943 SUBJECT: Report of Aircraft Accident. : Commanding General, Army Air Forces, Washington, D. C. 1. Inclosed herewith Form 14, Accident Report. HN A TARRO Colonel, Air Corps Commanding 11 Incls: Incl 1 - AAF Form 14 Incl 2 - Statement of Group Commander Incl 3.- Statement of Pilot Incl 4 - Statement of Co-Pilot Incl 5 - Statement of Navigator
Incl 6 - Statement of Radio Operator
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HEADQU	ARMY AIR FÖRCES ARTERS FLIGHT CONTROL COMMAND	For Action For Info. For File	AIU CS M&R
WIN	STON-SALEM, NORTH CAROLINA DAT	TE .	
_	DAT	6/	7/43
X T. W. X.	TEI, EGRAM		RADIO
INCOMING MESSAGE NO. 6 ARL 234 Ju	D/AG		
Z MYRTLE BEACH S C 060			
COMMANDING GENERAL ARM			
WASHINGTON DC	I AIR FORCES		
MADITINGTON DO			9.500
COBOMGR 391 UO31A PERI	OD MYRTLE BEACH BOMBING H	RANGE S C J	UNE 6 1943
0005EWT MYRTLE BEACH S	.C. WARNOCKROLAND D. 2ND	LT ORC 3AF	MYRTLE
BEACH S.C. LANDING ACC	DENT PILOT ROLAND D WARM	NOCK SECOND	LT ORD 3AF
NO INJURIES CO PILOT H	ENRY A WEILHOUSE SECOND I	T OREC3 AF	NO INJURIE
BOMB NAV EDWIN H LANFO	RD_SECOND LT ORC3AF NO IN	JURIES ENG	INEER EDWAR
H BROCKENBANK STA	FF SERGEANT AUS NO INJURY	GUNNER BI	LLY W BAKER
STAFF SERGEANT AUS NO	INJURIES OBSERVER JOSEPH	M LOCKE COL	RPORAL AUS
NO INJURIES NIGHT NAVI	GATION CROSS COUNTRY CAVE	E-26B20 AC	NO 41-3174
MYRTLE BEACH SOUTH CAR	OLINA DESTROYED GEAR PART	TALLY EXTER	DED TURNED
OVER TO MYRTLE BEACH B	OMBING RANGE NONE		
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RECD IN AAF DESC CENT	JUNE 6 1138Z		
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RECD IN AFAFC 070851EW	•		
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A. 6 JUNE 1945, COOK DAT, HYRTLE BEACH SCURH CAROLINA B. R. D. WARHOCK, 2ND DATES, SAT, MEBR, MYRTLE BEACH S C C. LANDRIG ACCIDENT, WHERESTRETFACTED ON LANDROUD.

D. PILOT, R.D. MARCOCK, 2ND LT., AC, AUS, SAF, UNUNJURED CO PILOT. H.A. WELLHOUM.

CHD LT., AC, AUS, SAF UNUNJURED NAVIGATOR, D.H. LANFORD, 2ND LT., AC, AUS, SAF, UNIA

LADIO OPER TOR. B.H. MILLS, T/SGT., AC, AUS, SAF, UNUNJURED GUMER, B.W. BAKER,

S/SGT., AD-ALS, SAF, UNUNJURED ENGINEER, D.H. BROC KELBALK, S/S GT., AC, AUS, SAF,

UNINJURED PASS NGER, J.M. NOCKE, CPL, AUS, AC, SAF, UNUNJURED E. NAVIGATION

TELICHT B. CAVU G. 121747 B-26 B20 NA H. MEBR, MYRTLE BEACH, SOUTH CAROLINA

1. COURTED RECKLY. UNKNOWN R. MARKER ROBINS SUB-DEPOT MACON GA NOTIFIED LA

SIEB LALME CO MBBR

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